

# Seattle's Street System – Concrete to Gravel

June 2011





# Seattle's Pavement Inventory

Total Network 3,952 lane-miles

- Arterial 1,540 Im (39%)
  - Principal thoroughfares moving people and goods about the city
  - Heaviest traffic volumes at the highest speeds
- Non-arterial 2,412 Im (61%)
  - Residential, commercial and industrial access.



## Arterial 1,540 Im (39%)

- Active pavement management program tracks arterial street condition and prioritizes projects.
- In 2007, 9-yr Bridging the Gap levy increased paving dollars to ~\$21M / yr on average, expect to pave 20lm+ /yr.
- However, we estimate there are ~400 lm or ~\$575M of identified arterial paving needs.
- Complete or planned arterial paving in **BLUE**, paving needs in **RED**.



## Non-arterial 2,412 lm (61%)

- No pavement management program beyond some basic inventory.
- Base level of service: spot repair for safety – patching potholes
- Little to no paving. \$350K / yr, enough for spot paving totaling ~0.3 lm / yr (2 – 3 blocks).
- Seattle's approximately 8 lane-miles of gravel streets are all non-arterial. Estimate 4 lane-miles in the industrial areas.

## Non-arterial Streets





# Gravel Streets

- Like many paved industrial streets in disrepair, full pavement reconstruction would be necessary.
- EPA / DOE / SPU stormwater regulations would require upgrade of drainage systems.
- SDOT non-arterial paving funds are insufficient for these improvements.
- What can we offer:
  - Grading / dust palliative to resume this year.
  - Spot repairs
- What can we suggest:
  - Lobby for a dedicated paving fund source.
  - Consider private development or LID.



Questions?

